REMARKS

Pursuant to 37 C.F.R. §1.116, reconsideration of the instant application, as amended herewith, is respectfully requested. Entry of the amendment is requested.

Claims 1 and 5-8 are presently pending before the Office. Claims 2-4 have been canceled. Applicant has amended claims 1 and 5. No new matter has been added. Support for the amendments can be found throughout the specification as originally filed. Applicant is not intending in any manner to narrow the scope of the originally filed claims.

APPLICANT HEREIN AGAIN REQUESTS A TELEPHONIC INTERVIEW AT A MUTUALLY AGREED UPON DATE AND TIME. APPLICANT RESPECTFULLY REQUESTS THAT THE EXAMINER AND THE SUPERVISORY PATENT EXAMINER BE PRESENT FOR THIS INTERVIEW.

Applicant was surprised that the office action mailed May 5, 2006 was deemed a FINAL office action, especially where the examiner called the undersigned and admitted that he was "way off" and "not even close" in the first search that resulted in the nonfinal office action mailed November 8, 2006. Effectively, an improper search was conducted to the fundamentally unfair detriment to applicant in the form of having now to deal with a final office action. The office action mailed May 5, 2006 should have been considered a nonfinal office action.

The examiner told the undersigned that he felt he NOW understood the invention and that a telephone interview was not necessary as the application looked "good to go."

Assuming applicant was not going to receive an allowance, we were astounded to find that a FINAL office action was mailed without the benefit of an interview. It is now clear again that the examiner still does not fully appreciate the invention and the difference between the invention and the prior art now being cited by the examiner. Therefore, a telephone interview is deemed essential by applicant.

Applicant respectfully requests that the finality of the May 5, 2006 office action be withdrawn and that this instant response be considered a response to a NONFINAL office action.

The Examiner's Action mailed May 5, 2006 and the references cited therein have been carefully studied by Applicant and the undersigned counsel. The amendments appearing herein and these explanatory remarks are believed to be fully responsive to the Action. Accordingly, this important patent application is believed to be in condition for allowance.

Relying on 35 U.S.C. §102(b), the Examiner has rejected the subject matter of claims 1-2, 4 and 6-7 as being anticipated by Fultz. Applicant respectfully traverses the rejection and requests reconsideration.

Applicant respectfully submits that it is important to note that, historically, the Office and the Federal Circuit has required that for a §102 anticipation, a single reference must teach (i.e., identically describe) each and every element of the rejected claim. The Office has steadfastly and properly maintained that view.

The Fultz patent fails this test.

Regarding claim 1, Fultz discloses a device for use in the mining industry in the nature of an attachment for a cable reel to be employed with certain mining machinery. As noted in col. 1, lines 11-16, the cabling system is mounted on tracks that roll into and out of the mine and while doing so, lays down cable or takes-up cable on the reel. This is not a cable system that pulls a tension of several thousand pounds. Typically, the cable involved would be electrical cables.

The handle and cable guide manipulating system is manually operated and is not power assist driven either pneumatically or hydraulically, as in the present invention. Further, the remote oscillating means effectively is the bar 32, which is located slightly behind the drum. This means that the operator must walk behind the drum or ride on the frame behind the drum to manually move the bar 32 side to side, as it rolls into and out of the mine. Because there is essentially little, if any, tension in the lines, the operator is considered relatively safe from getting his fingers or hand caught between the cable and drum reel, which is what the inventor was trying to accomplish in the Fultz reference.

However, in the present invention, the cable is under a load of several thousand pounds of tension and the intent is to ensure that the operator's body, including arms, head, shoulders and legs are not at risk from the operation of the drum. Should a cable snap or break under tension, or should trap lines caught in the cables snap, the whipping action of the cable or lines could kill or severely injure anyone standing behind the drum facing in an alignment direction with the cable line. In the present invention, the operator is outside the boundary of winding operation and unwinding operation and is instead at the side of the equipment manually operating a steering wheel like handle. Because it is power assisted, it is like turning the steering wheel of a car. He can reach the emergency brake system as well as other controls, and operate the handle, all from one safe position.

Regarding claim 2, the examiner makes reference to a shaft 26. Item 26 is merely a reference to a point where the central portion of the lever is pivotally attached.

To reemphasize the above points, the present invention is a cable winch system developed to prevent deaths of crew members due to the potential entanglement in the cable(s) being guided on the drum where the cable has a tension load of several thousand pounds. There is a significant amount of tension in the cables. In one example of the shrimp vessel operated by the assignee herein, the "Julie Ann", the trawl doors with nets can weigh about 4484 pounds (weight of door/nets on Julie Ann"), and the drag force of the nets filled with shrimp also add a significant tension to the cable being wound. Tension, with no sea surges, in each cable/drum is about 6565 pounds. Not one reference cited by the examiner thus far sees any more than a couple of hundred pounds tension load and the mining devices see essentially no load other than the weight of the cable itself.

It is important that the remote oscillation operating means of the present invention be not only independent of the drum drive means, but also have its handle remote located outside the envelope of the cable drum and travel of oscillation so that the crew member manually operating the cable guide travel is not positioned under the cable travel foot print thereby eliminating the chances of being entangled in the cable. Further, locating the crew member away from the travel path of the cables further eliminates the chances of the crew member from getting injured when buoys or crab lines entwined in the cables, the flapping of the lines or the lines that break and snap can backlash against the operator and potential result in his death.

As noted in the specification, shortly before the filing of the instant application, a shrimp boat winch operator was killed in the Gulf of Mexico when his arm got entangled in the cables being wound. He was standing in front of the drum near the cables being wound. He could not reach the drum drive clutch to disengage the rotating drum, and was pulled into the drum reel. By locating the handle of the remote oscillation operating means away from harms way, then the winch operator can, when required, reach for the drum drive clutch safely without being endangered by the cables.

These are structural features simply not present in Fultz. In fact, cables as contemplated in the present invention, can not be incorporated into the Fultz invention as the device is simply not configured to handle the weight of the cable alone and the power take off roller/bearing and clutch systems are incompatible with the loads and weight generated by the present invention. These systems would simply fail, if the cable (electrical) line does not break first. Accordingly, the Fultz reference teaches away from the present invention and is not relevant to the claims of the present invention.

Accordingly, each and every element of applicant's claims have not been taught in that single reference. Applicant therefore respectfully submits that claims 1and 5-8, as amended herein, have not been anticipated by the Fultz patent under 35 U.S.C. §102(b), and respectfully requests that such rejection be withdrawn.

Relying on 35 U.S.C. §102(b), the Examiner has rejected the subject matter of claims 1-5 as being anticipated by Arduser. Applicant respectfully traverses the rejection and requests reconsideration.

The Arduser patent also fails the test described above.

The Arduser device is a hoisting machine for lifting hay from a wagon into a loft using rope. A bale of hay may weight a hundred or more pounds, but certainly not several thousand pounds and the intent of the configuration disclosed as it applies to the handle to operate the guide is to ensure that the operator does not get his fingers or hand between the drum and the rope.

The handle and so-called cable guide manipulating system is manually operated and is not power assist driven either pneumatically or hydraulically, as in the present invention. Further,

the remote oscillating means effectively is the bar or member 36 manipulated at the un-numbered handle at the end of member 36, which is located behind the drum. This means that the operator must walk behind the drum and possibly straddle the trailer tongue to manually move the member 36 side to side as the rope is wound on the drum. Because there is relatively minimal tension in the lines, the operator is considered relatively safe from getting his fingers or hand caught between the rope and drum reel.

However, in the present invention, the cable is under a load of several thousand pounds of tension and the intent is to ensure that the operator's body, including arms, head, shoulders and legs are not at risk from the operation of the drum. Should a cable or an entangled trap line snap or break under tension, the whipping action of the cable or lines could kill or severely injure anyone standing behind the drum facing in an aligned direction with the cable line. In the present invention, the operator is outside the boundary of winding operation and unwinding operation and is instead at the side of the equipment manually operating a steering wheel like handle. Because it is power assisted, it is like turning the steering wheel of a car. He can reach the emergency brake system as well as other controls, and operate the handle, all from one safe position, away from any chances of the cable or trap lines injuring him.

Regarding claims 2 and 3, the examiner makes reference to a shaft 32. Item 32 is a shaft that is NOT mechanically connected to the guide system, as in the present invention. Member 31 merely rests or rides on top of shaft 32. Further, shaft 32 does not have a handle.

To reemphasize the above points, the present invention is a cable winch system developed to prevent deaths of crew members due to the potential entanglement in the cable(s) being guided on the drum where the cable has a tension load of several thousand pounds. As noted on page 2 of the instant application, "there is a significant amount of tension in the cables. The trawl doors with nets can weigh 4484 pounds (weight of door/nets on Julie Ann"), and the drag force of the nets filled with shrimp also add a significant tension to the cable being wound."

It is important that the remote oscillation operating means of the present invention be not only independent of the drum drive means, but also have its handle remote located outside the envelope of the cable drum and travel of oscillation so that the crew member manually operating the cable guide travel is not positioned under the cable travel foot print thereby eliminating the chances of being entangled in the cable. Further, locating the crew member away from the travel

path of the cables further eliminates the chances of the crew member from getting injured when buoys or crab lines entwined in the cables, the flapping of the lines or the lines that break and snap can backlash against the operator and potential result in his death.

These are structural features simply not present in Arduser. In fact, cables as contemplated in the present invention, can not be incorporated into the Arduser invention as the device is simply not configured to handle the weight of the cable alone and the pulley system is incompatible with the loads and weight generated by the present invention. The chain drive and pulley system would simply break, if the rope does not break first. Accordingly, the Arduser reference teaches away from the present invention and is not relevant to the claims of the present invention.

Accordingly, each and every element of applicant's claims have not been taught in that single reference. Applicant therefore respectfully submits that claims 1-5, as amended herein, have not been anticipated by the Arduser patent under 35 U.S.C. §102(b), and respectfully requests that such rejection be withdrawn.

Relying on 35 U.S.C. §103(a), the Examiner has rejected the subject matter of claim 8 as obvious over Fultz as applied to claims 1-2, 4 and 6-7 in view of Cleveland. Applicant respectfully traverses the rejection and requests reconsideration.

It is evident that Applicant's invention is decidedly different from the teachings of the Fultz and Cleveland patents. Applicant incorporates by reference the above arguments as they relate to Fultz. Regarding the Cleveland reference, this reference discloses a light weight, easily transportable reel system that can be worn on a person's back. Certainly, the device of Cleveland can not physically be combined with the Hughes device to lift thousands of pounds of shrimp in a net being dragged by a fishing trawler. The proposed combination by the examiner effectively teaches away from the present invention. Accordingly, the Examiner has not established a prima facie case of obviousness.

Clearly, in the absence of any suggestion or any teaching whatsoever of how one skilled in the art would attempt to combine Fultz and Cleveland to produce a fishing vessel cable winch system for lowering nets into the water and raising nets from the water, one skilled in the art

would certainly not find ample motivation to use the features noted by the examiner in the combined references to arrive at the present invention.

The Office has used the claimed invention as a reference against itself as if it had preceded itself in time. Legal authority invalidates such an analytical or reverse engineering approach to patent examination. It is not applicant's burden to refute the Office's position that it would have been obvious to one of ordinary skill in this art at the time this invention was made to arrive at the present invention in view of the cited references. It is the burden of the Office to show some teaching or suggestion in the reference to support this allegation. Uniroyal, Inc. v. Rudkin-Wiley Corp., 837 F.2d at 1051, 5 U.S.P.Q.2d at 1438-39 (Fed. Cir. 1988).

A finding by the Office that a claimed invention would have been obvious to one of ordinary skill in the art at the time the invention was made based merely upon finding similar elements in a prior art reference would be "contrary to statute and would defeat the congressional purpose in enacting Title 35." Panduit Corp. v. Dennison Mfg. Co., 1 U.S.P.Q.2d 1593 at 1605 (Fed. Cir. 1987).

Applicant respectfully submits that the Examiner's legal reasoning is flawed. The knowledge of those skilled in the art is derived from the prior art, not from the Examiner's mental impression of what those skilled in the art might or might not know. It is the law as evidenced in Graham v. John Deere that is controlling. As enunciated by the Graham court, §103(a) requires a comparison of the claimed invention with the teachings of the prior art. Otherwise, the PTO could simply say "I'm skilled in the art. That claim is obvious." The rules and the law require that the Examiner point out where in the prior art lies Applicant's claimed invention in the context of what those skilled in the art know. If it is not there, the public is not in possession of the invention, and, therefore, a rejection under 35 U.S.C. §103(a) will not lie.

Accordingly, applicant respectfully submits that claim 8 is patentable over the cited patents under 35 U.S.C. §103(a). Withdrawal of the rejection is respectfully requested.

VIDEO SUBMISSION FOR ACTUAL OPERATION OF INVENTIVE SYSTEM

Applicant herein encloses a video of the operation at sea of the inventive winch system so the examiner can have a better visual understanding of the operator safely using the system and an understanding of the serious dangers eliminated by the invention. Applicant requests that the

examiner view this video prior to the telephonic interview. The video makes it abundantly clear that the invention has major safety improvements and that the cited references do not teach the invention.

As a supplement to the video, applicant Ned Mott has made some calculations of loads based on the configuration of the Julie Ann shrimp boat.

A review of the calculations, based on data supplied by Rolls Royce for the engine rpm on the Julie Ann, shows that the towing thrust is 13,130 pounds total or 6565 pounds for a single system as claimed. The power steering unit is a TAS 52-3 Ross (TRW) unit. The maximum torque is 1497 ft-lbs and the minimum torque is 981 ft-lbs. over the average travel length of about 10 inches of the cable between the elongate members. However, the "FULL POWER" power steering unit enables the operator to turn handle 22b using input forces measured in ounces, not pounds.

The Julie Ann uses a three bridaled cable, which are 5/8 inches 6/19 with fiber core and are rated at 16.7 tons. The cables are over 600 feet long and are then spliced into a ¾ inch 6/19 with a fiber core with a rating of 23.8 tons. As seen in the calculations, the static load is about 4484 pounds on the winch cable with the gear just hanging in the blocks while at anchor.

The devices disclosed in the prior art references simply can not, by any stretch of the imagination, be modified to operate in the same manner and to handle the load experienced by the system as claimed in this instant application.

UNDATED ARTICLE FROM TAMPA TRIBUNE DEPICTING A SHRIMP BOAT OPERATOR MANUALLY GUIDING THE CABLE ON A DRUM

Also included is a news article that happens to depict an operator using a prior art technique in guiding the cable as it is being winded or un-winded on the drum. Note the position of the operators body in relation to the cable. Should the operator fall in the cable, or should his shirt be entangled in the cable or should his arm be entangled, it could means certain serious injury, if not death as what happened to a Tarpon Springs resident on February 1, 2004, who was killed when his body got entangled with the cable and winch system.

CONCLUSION

As the Federal Circuit observed in Orthopedic Equipment Co. v. United States, 702 F.2d 1005, 217 U.S.P.Q. 193 (Fed. Cir. 1983):

> The question of nonobviousness is a simple one to ask, but difficult to answer ... The difficulty which attaches to all honest attempts to answer this question can be attributed to the strong temptation to rely on hindsight while undertaking this evaluation. It is wrong to use the patent in suit as a guide through the maze of prior art references, combining the right references in the right way so as to achieve the result of the claims in suit. Monday morning quarterbacking is quite improper when resolving the question of nonobviousness ...

Even though the initial claims in this important patent application were drawn to a new, useful and nonobvious invention, they have now been amended to increase their specificity of language.

A Notice of Allowance is earnestly solicited.

If the Office is not fully persuaded as to the merits of Applicant's position, or if an Examiner's Amendment would place the pending claims in condition for allowance, a telephone call to the undersigned at (727) 943-9300 would be appreciated.

Very respectfully,

Dated: 6/26/06

Dennis G. LaPointe
LaPointe Law Group, P.L.
P.O. Box 1294
Tarpon Springs, FL 34688-1294
(727) 943-9300
Reg. No. 40,693

Customer No. 24040

UNDATED ARTICLE FROM TAMPA TRIBUNE DEPICTING A SHRIMP BOAT OPERATOR MANUALLY GUIDING THE CABLE ON A DRUM

LOAD CALCULATIONS BY NED MOTT

And

MARKED-UP DRAWINGS OF CITED REFERENCES ARDUSER AND FULTZ

(8 PAGES FOLLOW)

THE "JULIE ANN" IS A SHRIMP TRAWLER WITH A LENGTH OF 82 FT, A BEAM OF 23 FT AND A DRAFT OF 9 FT.

SHE WEIGHS IN LOADED AT CLOSE TO 150 TONS.

SHE HAS 60 FT OUTRIGGERS ON EACH SIDE ---- AND TOWS FOUR 55 FT NETS AT 2.5 KNOTS

THE DOORS + SLED. TWO NETS WITH JUMPER CHAINS ON EACH SIDE WEIGH 4,484 LBS

THE THRUST REQUIRED FOR TOWING THESE FOUR NETS AT 2.5, IS 13,130 LBS TOTAL WHICH IS 6,565 LB. PER SIDE SEE ROLLS ROYCE DATA

THE 505-36-6 WINCH HAS A SAFE WORK LOAD RATE OF 18,600 LBS WHICH IS 9,300 LBS PER SIDE AS IT IS A DOUBLE DRUM WINCH

DATA IS FROM THE CATCHOT WINCH CO. ENGINEERING DEPT

THE THREEBRIDAL CABLES NUMBERED 14 ON APPLACATION DRAWING ARE $\frac{5}{8}$ DIA 6/19 WITH FIBER COR AND ARE RATED AT 16.7 TONS EACH THESE ARE OVER 600 FT LONG WHICH ARE THEN SPLICED INTO A $\frac{3}{4}$ IN 6/19 WITHA FIBERCORE WITH A RATING OF 23.8 TONS

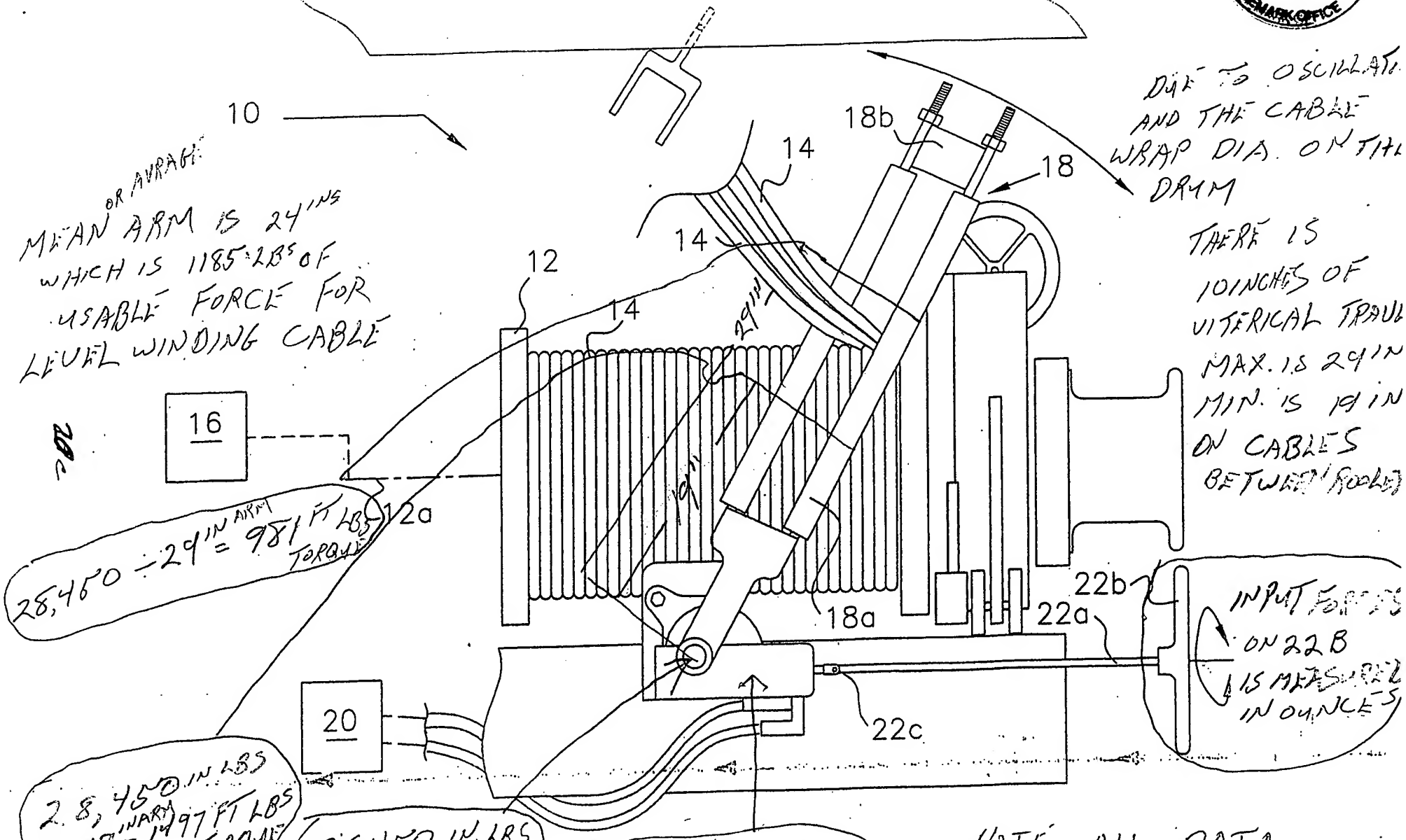
CABLE DATA FROM MARKS STANDARD HANDBOOK FOR MECHANICAL ENGINEERS EIGHTH EDITION
TABLE 86 PAGE 8-84

DOORS + SLIDES WEIGH 7000 LBS
FOUR NETS 400 LBS EACH 1600 LBS
300 FT $\frac{5}{16}$ JUMPER CHAINS " 369 LBS
8969 TOTAL ÷ 2 = 4484

CHAIN DATA FROM MARKS.

STATIC LOAD ON WINCH CABLE WITH GEAR JUST HANGING IN THE BLOCKS WHILE AT ANCHOR

ARM MEASURMENT DATA FROM WEAR TESTING
AFTER OVER 3 YEARS LEVEL WINDING SERVICE



MEAN OR AVRAGE ARM IS 24 INS WHICH IS 1185 LBS OF USABLE FORCE FOR LEVEL WINDING CABLE

28,460 ÷ 24 IN ARM = 981 FT LBS TORQUE

2,8,450 IN LBS ÷ 19 IN ARM = 1497 FT LBS TORQUE

28,450 IN LBS OF TORQUE AT OUTPUT SHAFT

TAS 52-3 HYD. POWER STEERING UNIT

Fig.2

DUE TO OSCILLATI AND THE CABLE WRAP DIA. ON TH DRUM THERE IS 10 INCHES OF VITERICAL TRAVL MAX. IS 29 IN MIN. IS 19 IN ON CABLES BETWEEN POOLEY

INPUT FORCE ON 22B IS MEASURED IN OUNCES

NOTE ALL DATA IS PROVABLE

	TAS F2-3	TAS F5	TAS 65	TAS 85
MAX ALLOWABLE WEIGHT AXLE LOAD	9,000 LB	12,000 LB	14,000 LB	18,000
2 OPERATING PSI	2175 PSI 150 BAR			
3 OUTPUT TORQUE IN INCH POUNDS	28,450	35,300	43,050	58,850
4 TRAVEL IN DEGREES	95°			
5 RATIO	20.4 TO 1			23.3 TO 1

TEMP FOR ALL IS 250°F MAX

ROSS IS NOW TRW

MOMENT ARM OF LOAD WIND ROTORS IS 24 INCHES

MAX IS 29 INCHES

981 FT LBS TORQUE	1217 FT LBS	1484 FT LBS	2029 FT LB

SOURCE OF DATA

NAVA STAR INTERNATIONAL ENGINEERING DEPT.
HEAVY TRUCK DIVISON

Facsimile

Rolls-Royce

To	Ned	From	James Travis
Company	Duckworth Steel Boats	Location	Pascagoula, MS
Tel Number		Tel Number	228-762-0728
Fax Number	727-937-7252	Fax Number	228-769-7048
Date	14-Jun-06	Pages	1 of 2
Subject	Bollard Thrust Curve	Reference	

Ned:

Attached, please find the bollard thrust curve requested. We based this on a .70 DAR Kaplan (blade width of 23.8" at the tip). If the prop in question is different, please let me know.

Best regards

RRNMI

Diameter	61.3	679	3464
Pitch	64.0	(mean)	
DAR	0.70		
Z	4		
BHP	540		
RPM	1800		
Reduction	6		
	0.95		

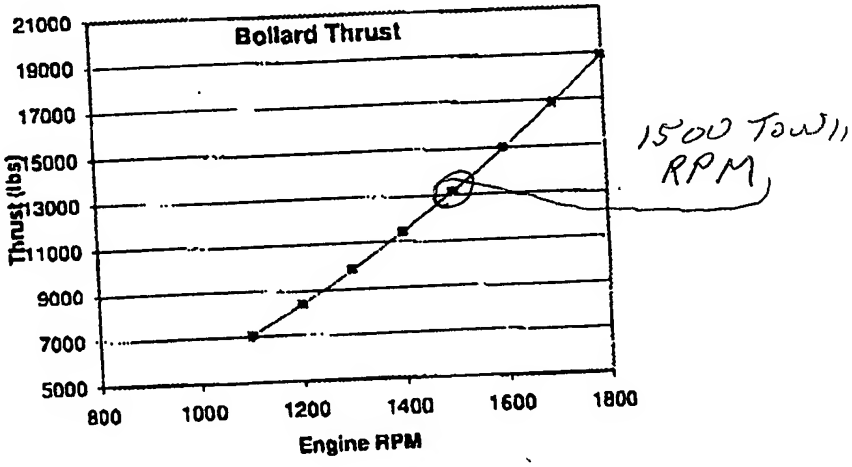
Bollard Condition

Kt	0.5598
Kg	0.0489

RPMe	RPMp	Thrust	BHP
1100	183	7060	120
1200	200	8400	150
1300	217	9860	190
1400	233	11440	240
1500	250	13130	290
1600	267	14940	360
1700	283	16860	430
1800	300	18910	510

Tow RPM

ENGINE PROP



10e

Aug. 17, 1937. E. A. FULTZ ET AL 2,090,445

CABLE GUIDE

Filed June 29, 1936 3 Sheets-Sheet 2

Fig. 2.

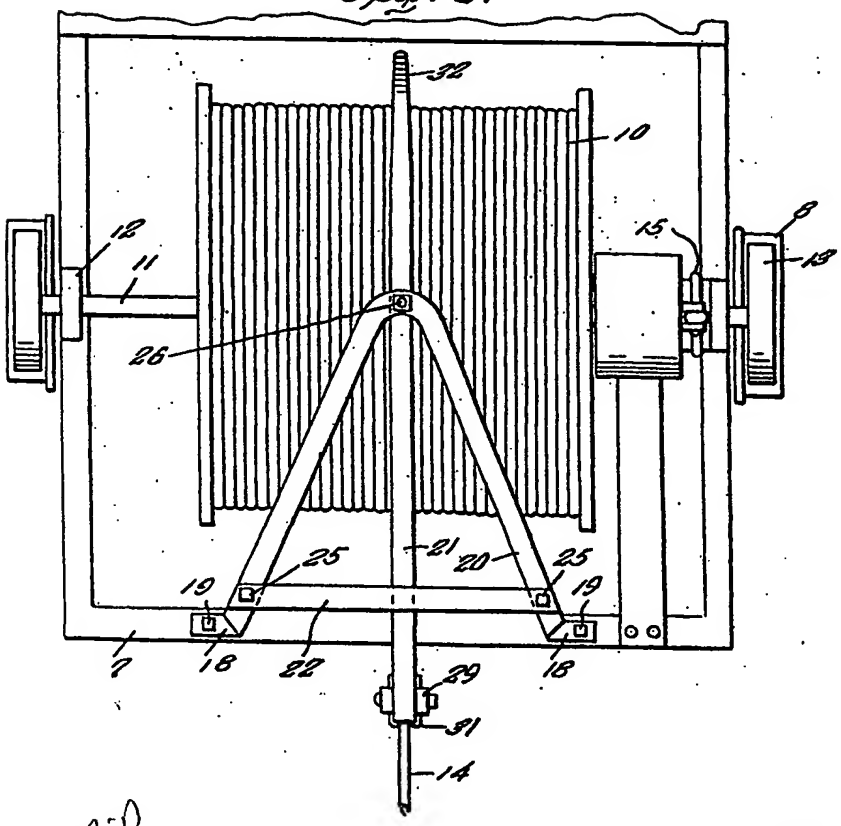
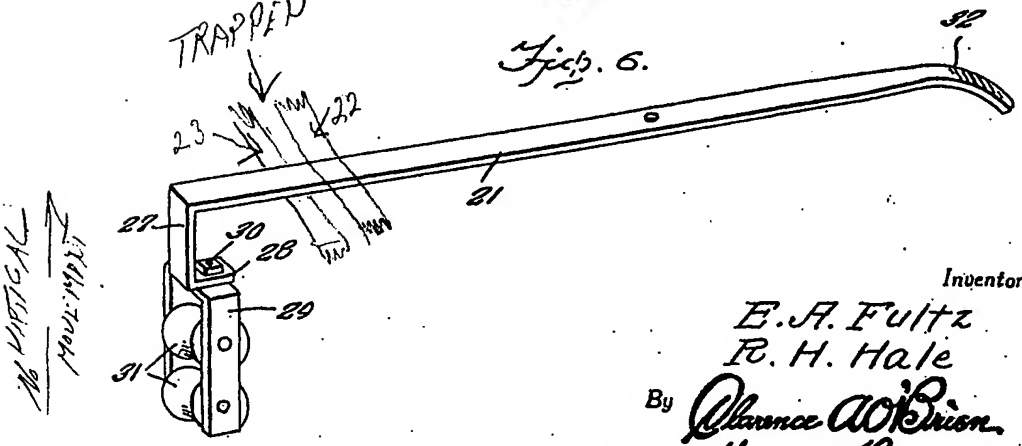


Fig. 6.



Inventors
E. A. Fultz
R. H. Hale
By Clarence O'Brien
Hyman Berman
Attorneys

TO POWER THIS LEVEL WIND, WOULD TAKE LINEAR HYDRAULIC CYLINDER WHICH WIL NOT FREE SPOOL AND WOULD HAVE TO BE REMOVED FROM SYSTEM EACH TIME NETS ARE SET OUT

ACTUATOR BAR 21 IS TRAPPED BETWEEN BARS 22 + 23 WHICH ALLOWS NO VIRTICAL MOVEMENT OF THE ROLLERS.

VIRTICAL MOVEMENT IS NEEDED AS THE DIAMETER OF DRUM CHANGES WHEN EMPTY VS FULL

5/10/06 EPR 1.1 2-5

Aug. 17, 1937. E. A. FULTZ ET AL 2,090,445

CABLE GUIDE

Filed June 29, 1936 3 Sheets-Sheet 3

Fig. 3.

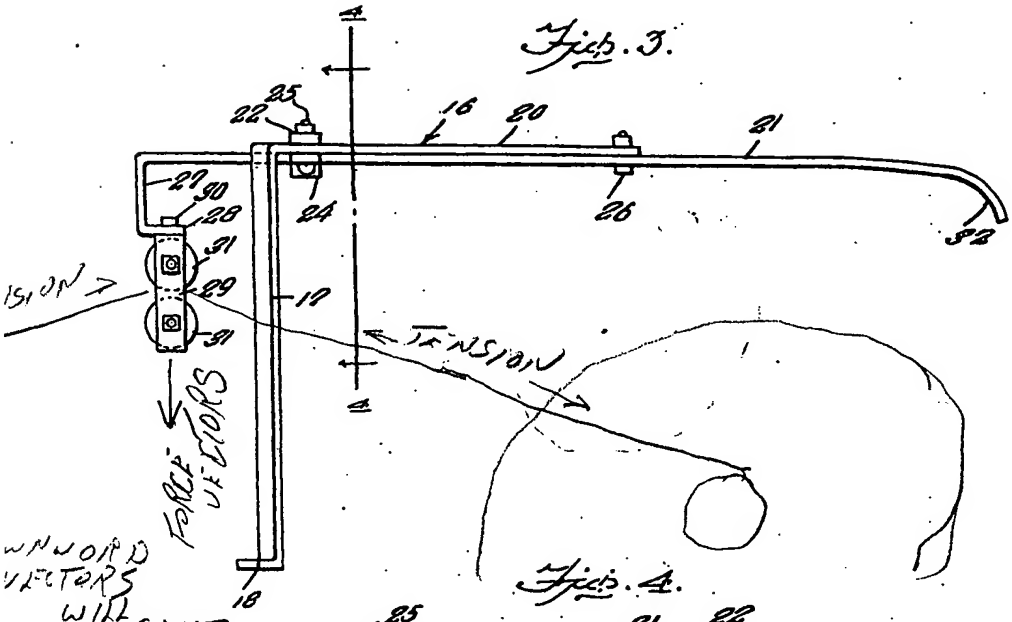
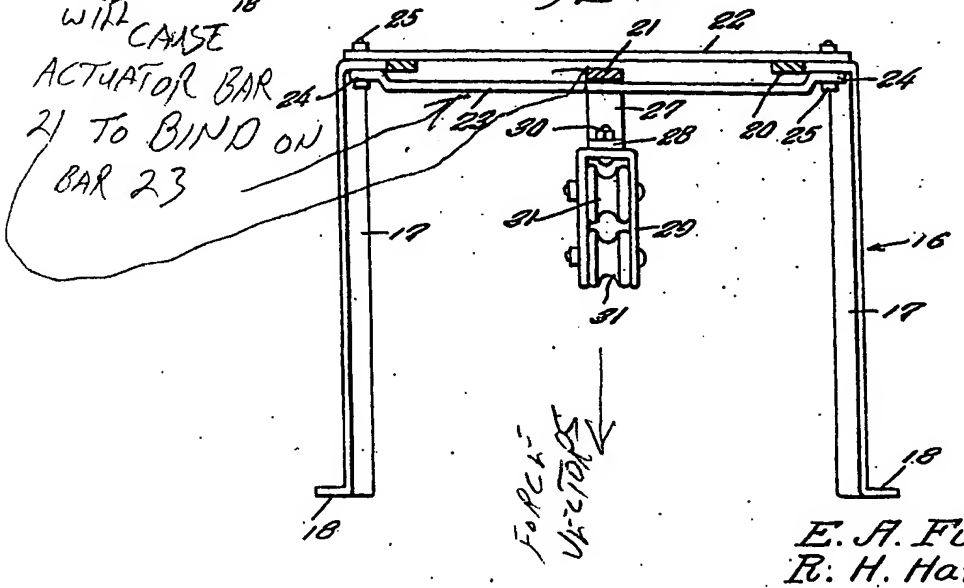


Fig. 4.



WRONG VECTORS WILL CAUSE ACTUATOR BAR 21 TO BIND ON BAR 23

THIS SYSTEM AS DRAWN WILL ONLY WORK WHEN THERE IS NO TENSION ON THE LINK

NOTE A SHRIMP BOAT WINCH HAS MULTI TONS OF TENSION WITHIN IN TOWING MODE

Inventors
E. A. Fultz
R. H. Hale

By Clarence O'Brien
Hyman Berman
Attorneys

28g

F. L. ARDUSER.

HOISTING MACHINE.

APPLICATION FILED JAN. 17, 1913.

1,131,103.

Patented Mar. 9, 1915.

2 SHEETS—SHEET 1.

NOTE THERE IS NOT AN ENGINEER IN THE WORLD, THAT COULD GET THIS LEVER WINDLASS TO PUSH OR PULL A PERSON,

LET ALONE WIND A SHRIMP BOAT WINCH CABLE

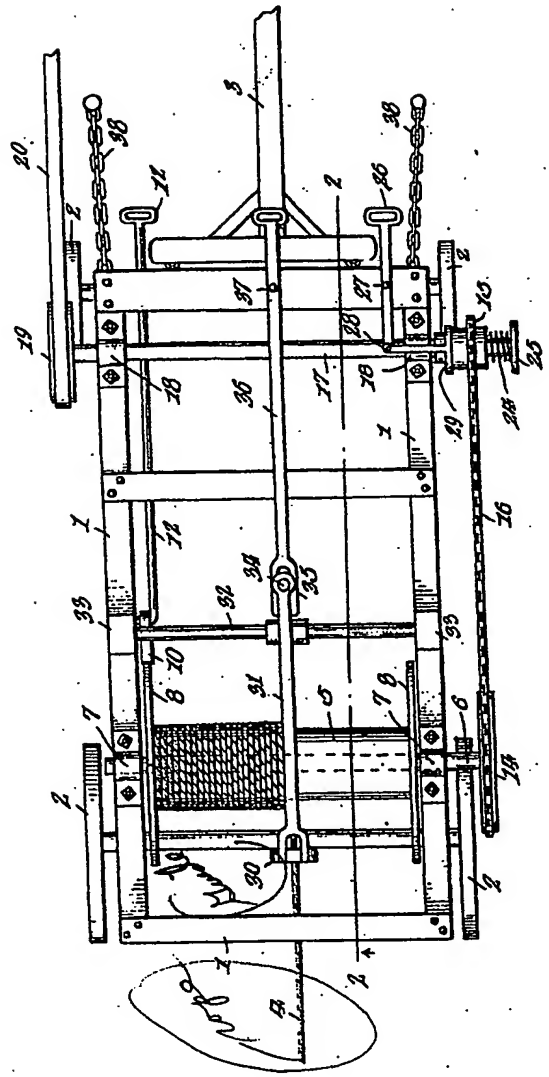


Fig. 1.

WITNESSES

G. M. Spring.

J. White

INVENTOR

Fred L. Arduser,

by Richard Eppler his Attorney

10 h

VIDEO SUBMISSION FOR ACTUAL OPERATION OF INVENTIVE SYSTEM

(See enclosed DVD)

PTOL-413A (09-04)
Approved for use through 07/31/2006. OMB 0651-0031
U.S. Patent and Trademark Office: U.S. DEPARTMENT OF COMMERCE

Applicant Initiated Interview Request Form

Application No.: 10/826,581 First Named Applicant: Ned E. Mott et al.
Examiner: William E. Dondero Art Unit: 3654 Status of Application: Final Office Action

Tentative Participants:
(1) Examiner (2) Supersvisory Patent Examiner

(3) Applicant Representative (4) Applicant

Proposed Date of Interview: To Be Mutually Agreed **Proposed Time:** _____ **(AM/PM)**

Type of Interview Requested:
(1) [x] Telephonic (2) [ ] Personal (3) [ ] Video Conference

Exhibit To Be Shown or Demonstrated: [x] YES [ ] NO
If yes, provide brief description: Demo of operation of invention at sea

Issues To Be Discussed

Issues (Rej., Obj., etc)	Claims/ Fig. #s	Prior Art	Discussed	Agreed	Not Agreed
(1) Rejection	1-8	Fultz and Arduser	[ ]	[ ]	[ ]
(2)			[ ]	[ ]	[ ]
(3)			[ ]	[ ]	[ ]
(4)			[ ]	[ ]	[ ]

[ ] Continuation Sheet Attached

Brief Description of Arguments to be Presented:
Arguments contained in accompanying response to office action as supplemented by video

An interview was conducted on the above-identified application on _____.
NOTE: This form should be completed by applicant and submitted to the examiner in advance of the interview (see MPEP § 713.01).
This application will not be delayed from issue because of applicant's failure to submit a written record of this interview. Therefore, applicant is advised to file a statement of the substance of this interview (37 CFR 1.133(b)) as soon as possible.

Dennis G. LaPointe
Applicant/Applicant's Representative Signature

Examiner/SPE Signature

DENNIS G. LAPOINTE
Typed/Printed Name of Applicant or Representative

40,693
Registration Number, if applicable